

BEN'S ADVENTURE: OR, A BOY'S SEARCH FOR FORTUNE. A STORY OF THE PACIFIC COAST. By HORATIO ALGER, JR.

CHAPTER I. THE MOUNTAIN CABIN. 'What's the news, Ben? You didn't happen to bring an evenin' paper, did you?' The speaker was a tall, loose-jointed man, dressed as a miner, in a garb that appeared to have been considerable service. His beard was long and untrimmed, and on his head he wore a Mexican sombrero. This was Jake Bradley, a rough but good-hearted miner, who was stretched carelessly upon the ground in front of a rude hut crowning a high eminence in the heart of the Sierra Nevada mountains. Ben Stanton, whom he addressed, was a boy of 16, with a pleasant face and a manly bearing. 'No, Jake,' he answered with a smile; 'I didn't bring a newspaper.'

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THIS MOST INTERESTING STORY will be continued in THE WEEKLY GLOBE of February the 14th, will run for several weeks, and can be secured only by a year's subscription to THE WEEKLY GLOBE, at One Dollar per year. It is the second of the series of original stories to be published in THE WEEKLY GLOBE during 1882. In addition to the original stories which in book form would cost from 15 to 20 dollars, every subscriber will have every week a Ladies' Department, the most complete now published, and an Agricultural Department that will fully meet the wants of every farmer or gardener.

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WASHINGTON.

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Indorsing the Present National Bank System.

Efforts Being Made for the Suppression of Polygamy.

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Boston Weekly Globe.

WEDNESDAY, JAN. 25, 1882.

FOR FREE DISTRIBUTION.

An extra edition of THE WEEKLY GLOBE containing the first instalment of

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OR,

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has been printed for free distribution among Agents and Subscribers who wish to form Clubs. Copies will be furnished free to all who will place them in the hands of those most likely to subscribe. Please write on a postal card the number you wish and forward it as soon as possible.

Mr. Scoville has not benefited the cause of his cranksy kinsman, in the eyes of the public, by his form of pleading, or by the manner and matter of his speeches. It is as absurd to charge the court and the government counsel with a conspiracy to hang Guitau as to mix General Arthur, Roscoe Conkling and General Grant up in the case. Public opinion will always resent the imputation of conspiracy or divided responsibility for the crime. Guitau alone is responsible.

The Advertiser, commenting on Senator Morgan's proposition to have the government cease paying interest on its own bonds owned by national banks and held as security for circulation, and to have State bonds substituted, says: "If the bonds of some Southern States were to be chosen for the purpose it would not be necessary for them to cease paying interest. They have done it already." Yes; and in one conspicuous instance the Advertiser sanctioned and championed the cause of the men who led the march to repudiation.

Congress and the public generally have been puzzled to devise some means for getting rid of Judge Ward Hunt of the Supreme Court. He is too old and too weak to perform the duties of his office, and he refuses to resign. He is not entitled to receive a pension if he should go out now, as he has not served out the requisite ten years. Senator David Davis has struck on a plan by which the difficulty can be settled. He has introduced a bill providing for the payment of a pension to Judge Hunt if he will retire from the bench. We doubt not that he will step down and out.

The United States government finds itself possessed of more money derived from revenues than it can use. Congressmen from various sections are trying to introduce bills to relieve Uncle Sam of his surplus cash, and the lobby is well represented. The existence of a Republican majority in the lower House has inspired fresh hopes in the mind of the claim agent, and the most gigantic schemes are afoot. It is a bad thing for the government to have too much money. The burdens of the people ought to be lightened at once. This would relieve the overburdened treasury.

It is rather gratifying to learn that the charge that Germany and France used poisoned bullets during the late war has been satisfactorily explained. A French chemist traces the poison present in many wounds that baffled the skill of the surgeons on both sides to the breech-loading rifles. He says the kindling of the gunpowder developed in the sides of the barrel, a small quantity of prussic acid, which, being absorbed by the ball in its rapid transit, lodged in the wounds of many a luckless German and Frenchman and retarded the healing of even slight injuries quite impossible.

News comes from Washington of a curious development in connection with the extraordinary Guitau trial which must make the assassin feel uncomfortable. Letters have been received there from inmates of various lunatic asylums in the country which show that there is an intense feeling entertained by these unfortunate people against the murderer of General Garfield. They ask that if Guitau is adjudged insane he be sent to the institution in which the writers are incarcerated, and declare in plain language that concerted measures have been prepared for taking his life. Charles J. Guitau's chances of future happiness in this world are growing beautifully less.

Judge Pinkney of Baltimore delivered recently a charge to the grand jury which is eminently sensible, and other judges in the country would do well to inculcate like sentiments when performing a similar duty. He requires of the grand jury that presentments in all cases hereafter shall be indorsed with the names of the persons at whose instance such presentments are made, so that they can be held responsible when a case is proved upon trial to be frivolous, or have to be abandoned by the State's attorney for want of sufficient evidence. This is a wise and practical suggestion. There is no reason why innocent persons should be put to expense and discomfort by frivolous charges, which are oftentimes the work of an enemy.

A Chicago paper, ridiculing the proposition which has been made in Congress to provide every senator with a private secretary at public expense, takes occasion to hint that senators can buy their speeches instead of preparing them themselves, thus further shirking their duties. It says: "An interesting illustration of this occurred not long ago, when the same fertile and abundant worker was called upon by two congressmen for a speech on the same question. Being somewhat pressed for time, he made two copies of a speech which had been made several years previously by Secretary Winwood, and delivered them to the two congressmen at \$250 each. On the ensuing Saturday both congressmen asked and obtained leave to print, and both copies of the speech helped to fill up the same number of the Congressional Globe."

Heavy losses have been sustained from time to time through the destruction by fire of valuable manuscripts, written records, etc., and human ingenuity has been taxed to produce a fire-proof paper and ink for writing and printing purposes. It seems that an ingenious German has at last accomplished the difficult task before him, and has produced a fire-proof paper and ink for writing and printing purposes. An industrial paper printed in Germany is authority for the statement that paper possessing fire-proof qualities has been made, with chemically treated asbestos fibre and ground or finely divided wood fibre. Ninety-five parts of asbestos was used with five parts of the wood fibre, and by aid of glue-water and borax were made into a pulp, which yielded a fine, smooth paper which could be used for writing purposes. It had the usual quality of sustaining the influence of white heat without injury. Fire proof printing and writing inks were made by combining platinum chloride, oil of lavender, and lamp-black and varnish. These ingredients were mixed with the printing ink, and when a writing fluid was wanted Chinese or India ink and gum arabic were added to the mixture. Ten parts of the oil of platinum chloride, twenty-five parts of the oil of lavender and thirty of varnish are reported by a local writer to yield a good printing ink of this valuable kind when mixed with a small quantity of lamp-black and varnish. When the paper printed with this compound is ignited the platinum salt is reduced to a metallic state and becomes a coating of a brownish-black color. A free-flowing ink for writing on the fire-proof paper with an ordinary quill pen may be obtained, says the same authority, by using five parts of dry chloride of platinum with fifteen parts of oil of lavender, fifteen parts of Chinese ink and one part of gum arabic, adding thereto sixty-four parts of water. When the paper is ignited, the platinum ingredient causes the writing to appear transparent, and, as a consequence, it is claimed that such writing as has become black or illegible will become readily legible again during the process of heating the paper.

RAILROAD WARS.

Any person who has watched the present railroad wars must have wondered why nothing has ever been done to correct the abuses in that direction that have for so long a time existed in this country. Attempts have been made from time to time to remedy the evil, but no permanent cure has been found for the disease. The railroad troubles are always brought about by the discriminations and fluctuations in freight or passenger rates. It is the question of freight and passenger rates, and all the bitter wars and gives the most vexation to communities. The fact is that the roads do not treat communities and individuals alike. As a writer in the February number of the North American Review, Mr. Isaac L. Rice, puts it, these discriminations may be classified under three heads: "First, discrimination in favor of one or more centres of commerce, to the detriment of another or other centres of commerce; second, discrimination in favor of places where there is a competition between two or more railways, to the detriment of railways where one of these competing lines has a monopoly; third, discrimination in favor of one or more individuals of a certain locality, to the detriment of other individuals of that locality."

The evils of such discriminations, and also of continual fluctuations, are known in all communities. Not only is commerce paralyzed, but the third class of discrimination, Mr. Rice asserts, does nothing less than "the complete destruction of the middle classes." The railways carry for the rich shippers at special rates, far below their public tariff. By this means they uproot every vestige of fair competition, and thus drive the less wealthy from the field. These rates are, moreover, confidential and secret, and the transactions have very much the character of conspiracies. The arrangement between various railways and the Standard Oil Company furnishes a remarkable instance of this class of discrimination. The writer points out how, under the existing rules of discrimination, practised by railroads, are necessary, but the fluctuations in rates are soon as bad as ever, and fresh wars ensue. The various so-called solutions of all these troubles receive elaborate explanations, but he is finally forced to the conclusion that they have all ignominiously failed. Looking the situation then fairly in the face, Mr. Rice can see but one solution of the railway problem, and that is to place the entire control of railway transportation in the hands of the United States.

That, he contends, "can cure all economic ills as well as monopoly can do it, for it has all the advantages of the latter, and will bring on none of the political evils incident to monopoly, for it has none of its disadvantages. In this sign alone can monopoly be conquered." This is not a new proposition. There are many things that can be said in its favor. It has always been argued, when this project is mooted, that it would tend to centralize the power in the hands of a few men who virtually control the railroads of the country on the verge of centralizing all the power in this direction in their own hands? Mr. Rice makes the strong plea that under his plan there would be no private dynasty controlling these interests, but they would be managed for the benefit of all the people of the United States. A national railroad may yet be a fact in this country. The subject is receiving a great deal of quiet attention, the only one of which is hard to predict. But if the present disastrous system of rates and wars between rival railroad kings continues the people will demand some change, and be willing to accept any solution that offers a remedy.

THE WEBSTER CENTENNIAL.

Among the many observances of the 100th anniversary of the birth of Daniel Webster up all parts of the country the banquet of the Marshfield Club at Parker's last week will stand conspicuous, because of the large gathering of gentlemen who were directly associated with that great statesman and who knew him intimately from the high position of his ability and services to his country, shown in the able speeches which were made, and from the fact that it was a peculiarly representative assembly for such an occasion.

The committee of gentlemen who had the matter in charge performed their duties most acceptably, and all the arrangements were made in a thorough and comprehensive manner. In response to their call there gathered a representative assembly of Boston gentlemen, and the noble occasion proved a handsome tribute to Daniel Webster's memory. Ex-Mayor Prince presided, and opened the after-dinner exercises in his usual felicitous and happy manner. Governor Long acquitted himself with ease and grace, and gave a delineation of Webster's life and acts which showed a thorough appreciation of the great statesman. The Governor's illustrations were particularly appropriate and elegant. The Mayor of Boston spoke briefly, but to the point. The venerable but still vigorous Winthrop showed a good deal of his old-time fire and eloquence in his reminiscences of the friend and contemporary of former years. Governor Bell related many interesting anecdotes of Webster's early career of hardship and experience among the granite hills of old New Hampshire. Senator Jones of Florida electrified the audience with a comprehensive glance at the great services and commanding ability of Webster, his address breathing a fervid spirit of patriotism. The venerable Marshall P. Wilder, Hon. Leverett Saltonstall and indeed all the other speakers were highly appreciated and warmly applauded.

The sentiments which were expressed and the appreciative words of eulogy that were uttered are calculated to lead the present generation of active men to a higher appreciation of the man who, as a statesman, a lawyer, an orator and a patriot, achieved a reputation unequalled. It will also tend to a study of the life of Webster, by the young men of this day, who will find in his great achievements a constant source of inspiration and ambition.

Mr. Melvin of Monticello, the much-married Maine man, who was kidnapped three weeks ago by a band of masked New Brunswickers, has escaped and now resides at his farm home with his fifth wife. His case has been made an international question. The papers were written by the State Department to the new British minister, and he has called on the Governor-General of Canada for an explanation. Mr. Melvin says he knows one of the men engaged in the kidnapping. He should promptly give information that will lead to the arrest and capture of the nefarious gang can be discovered. The officers of the county of Victoria were evidently privy to the whole plot, for a sheriff was waiting at the line to take Melvin into custody as soon as he was landed on the soil of New Brunswick. The "blue-nose" population seem to have a very

loose notion of the rights of American citizens. The outrage on the Gloucester fishermen a few years ago at Fortune Bay in Newfoundland, and the fact that the perpetrators were not punished, may have emboldened our New England neighbors, but a vigorous demand from our government for prompt satisfaction and its enforcement may prevent such outrages in future.

OUR TRADE WITH RUSSIA.

It is strange that the United States has little or no trade with Russia, as far as our exports are concerned. From Moscow, for instance, we have during the last year received exceptionally large shipments of wool, camel's hair, goat skins and linen trash, but we have not sent them anything in return. In spite of our lack of enterprise in this direction, we learn that many American articles are sold by English and German houses, and many more imitations of our specialties are placed upon the Russian markets by these houses. These imitations, it is officially said, are principally goods known here as "self-hardware," hinged, carpenter's tools and trimmings and bronze goods. They also extend to farm mills, paint and drug mills, and of late are becoming frequent in the line of agricultural implements. It is alleged that in many cases the castings for these goods are made directly from the American castings, but in no case can they bear comparison, either in finish or durability, with the goods of which they are imitations. It appears that the Russians have been practicing upon them, and that there is a constant and growing inquiry for certain lines of American goods, particularly in hand tools, small domestic and farm mills and agricultural implements. Besides these, it is asserted that other American specialties would find a ready market in Russia, and would bring even higher prices than the German and English goods, which, in lieu of genuine American articles, they are now obliged to purchase. In view of these facts our consul at Moscow writes, even if he allowed two trains to smash each other up once in awhile, and slaughter and cremate eight or ten passengers, Mr. Vanderbilt is a very rich man, and he is increasing his wealth yearly by employing the cheapest kind of labor. No laws can reach him, for he and his brother monopolists own and control the Legislature of New York, and the public, who are supposed to elect the legislators, must take their chances on trains that are offered by poorly-paid, and consequently, dishonest, and provided with many of the safeguards against fire that modern science has put within the reach of all.

An effort is making at Albany to enact some additional legislation simply to appease the public wrath and fury against the grasping corporation that defies law and destroys human life with equal indifference. This locking of the stable door when the horse has disappeared may be soothing to the advocates of railroad reform, but it will not result in the selection of better men or a rise in the rate of fares. The hind brake men will still receive \$480 a year and will continue to provide occasional jobs for the coroners along the route.

OSTRICH FARMING.

It is supposed by many people that Americans in their search for the potent almighty dollar have tried every conceivable scheme to attain their object. It transpires, however, that notions of the right kind of cure are peculiarly adapted for the prosecution of a new industry, which is nothing less than the ostrich farming. At least this is the conclusion arrived at by Mr. E. L. Baker, the United States consul at Buenos Ayres, who has made a study of this subject and is confident that this industry would prove profitable in California, Texas and most of the Southern States. He is so sanguine of this that he has contributed what information he has gleaned in regard to ostrich farming to the Department, and details which he furnishes are quite interesting.

Every one is more or less familiar with the habits of this bird, its physical proportions and its wonderful endurance and capacity for abstaining for a long time from food or water. Few, however, are aware of the real commercial value of its feathers. Until a very recent period the only way in which the feathers were procured was by capturing and killing the wild bird. This indiscriminate destruction has been going on until the native species of South Africa and Arabia have in the wild state become almost exterminated. In the former, and is now entirely extinct in the latter country, while in the Argentine pampas it is now impossible to find them in a wild state except on the extreme western and southern frontiers. The only hope for the preservation of the species is in the domestication of the bird and its propagation on farms, and Mr. Baker contends that this can be done as well in the United States as at Cape Town or on the estancias of Buenos Ayres.

The prices for full-grown birds fit for breeding purposes at Buenos Ayres range from \$1000 to \$1250 per pair, while chickens can be obtained for \$50 apiece. The female bird becomes a breeding bird at four years and the male at five years of age, and they are said to attain the age of fifty, seventy-five and even one hundred years. One pair of birds will hatch from ten to fifteen chickens four times each year, thus producing from forty to sixty every twelve months. The gross income said to be derived from the chickens produced by one pair of ostriches each year from \$2000 to \$3000 per annum, that is, the value of the chicks one month old at Cape Colony is about \$50 apiece, and on account of feathers produced the value increases until the breeding age is reached, when the bird is worth the most.

The chickens are first plucked at the age of from six to nine months, and at every interval of the same time thereafter. The feathers of the chickens are worth only about \$5 per bird, but the succeeding pluckings average from \$40 to \$150 in value. Assuming that the plucking average is \$75, the value of the bird will be \$112 per annum. Artificial incubation is found to work well. It is estimated that in Cape Colony there is invested about \$40,000,000 in ostrich farming, and the total value of the feathers produced yearly is \$4,500,000. Fourteen years ago the value of the feathers exported from the Cape was \$350,000, taken entirely from wild birds. It is asserted that 6000 acres of land will maintain 5000 ostriches. This land must be enclosed, and the birds of separate pens built for the use of the birds during breeding time. Much of the value of the birds depends upon good feeding."

This is the substance of an interesting chapter on this subject, and if the views arrived at are given a practical demonstration in our Southern States it might possibly result advantageously to the commerce of that section and increase the value of our exports.

The proposition to construct a fast line of steamers to ply between this country and England tends to be rapidly assuming definite shape in New York. Articles for the incorporation of the company, it is stated, have been drawn and are in the hands of Mr. Lorillard and Mr. Austin Corbin. It has not been decided whether the capital stock will be \$5,000,000 or \$10,000,000, but it is asserted by these gentlemen that whether they receive much or little encouragement from the government the ships will be built, and the trading line will be best to run the vessels weekly at first, and then, if they are well patronized and amply able space at the rate of 500 miles a day as is expected, they will be run tri-weekly. The distance to be covered is 2775 miles, and it is believed that London can

easily be reached in six days. As the time made will be so much quicker than now, governmental aid is anticipated in the shape of mail service. The vessels designed for the project will be 5000 tons in length, and have a beam of from 50 to 52 feet. In consequence of carrying no general freight, they can be constructed for greater speed and for greater safety. It is intended to make them unsinkable. This is a great undertaking, on the whole, but, as there is no lack of capital behind it, we should not be surprised to see the hopes of the projectors of the scheme fully realized.

A \$40 A MONTH BRAKEMAN.

It is a rule on the Hudson River railroad that when a train stops for any reason at a place other than a regular station the "hind brakeman" shall immediately take a danger signal and go back a certain distance to warn approaching trains of the obstruction of the track. It is not the duty of the conductor to stop the train, nor of the engineer to stop the train, but it is the duty of the hind brakeman to look after it himself. On every train on that road, then, there are three important and responsible officers—the conductor, the engineer and the hind brakeman, the man who has charge of the brakes on the last car. These three men should be selected with extreme care and with an eye to their reliability, sobriety and sound judgment. They should be well paid and suitably rewarded for a faithful discharge of their duties. The hind brakeman, who neglects his duty, the accident at Snydertuy ten days ago, had been in the service of the company for fifteen or twenty years, and he was receiving the munificent salary of \$40 a month. When General Leavitt was elected adjutant-general of the Maine militia in 1879 somebody told him the salary had been cut down to \$900 a year. "All right," said the genial Sam, "if they want only \$900 worth of adjutant-general I will give it to them, and no more."

Doubtless Mr. Melius thought he was giving the company \$480 worth of brakeman, even if he allowed two trains to smash each other up once in awhile, and slaughter and cremate eight or ten passengers, Mr. Vanderbilt is a very rich man, and he is increasing his wealth yearly by employing the cheapest kind of labor. No laws can reach him, for he and his brother monopolists own and control the Legislature of New York, and the public, who are supposed to elect the legislators, must take their chances on trains that are offered by poorly-paid, and consequently, dishonest, and provided with many of the safeguards against fire that modern science has put within the reach of all.

The question of recovering land grants to railroads promises to be one of the most important that Congress will discuss at this session. Already a joint resolution has been introduced to restore the same and open them to actual settlement. Congress has already passed three resolutions in this direction and a total of 128,247,029 acres are now held by them, as follows: Gulf & Ship Island, 652,800 acres; Alabama & Florida, 419,520; Coosa & Tennessee, 132,480; Mobile & Girard, 84,880; Coosa & Chattahoochee, 150,000; Alabama & Chattanooga, 897,920; Pensacola & Georgia, 1,568,729; Florida, Atlantic & Gulf Central, 183,154; North Louisiana & Texas, 610,880; New Orleans, Baton Rouge & Vicksburg, 3,800,000; St. Louis & Iron Mountain, 640,000; Little Rock & Fort Smith, 1,000,000; Detroit & Milwaukee, 355,420; Houghton & Ontonagon, 552,515; North Wisconsin, 1,408,455; Wisconsin Central, 1,800,000; St. Paul & Pacific (St. Vincent extension), 2,000,000; St. Paul & Pacific (Harrison branch), 1,475,000; Hastings & Dakota, 550,000; Oregon Central, 1,200,000; Atlantic & Pacific, 42,000,000; Texas Pacific, 18,000,000; Northern Pacific, 47,000,000.

"Gath" quotes a senator as saying in regard to Robert Roach: "Robertson came out of the Navy Department rich; he has his establishment in Camden, and a fine house in New York, and ranks among the most successful politicians in a financial sense. He has been in addition, division and silence with John Roach, the shipbuilder, for years. Roach does not thrive while Robertson keeps poor. The one good soul attends to the other. If you will look into the case of the two new ironclads, the Puritan and the Monadnock, ordered to be built during our troubles with Cuba, you will see how they do things at Roach's navy yard. The Puritan has cost \$1,600,000, and she is finished on the present specifications; her gunwale will be three feet under water. The breaking up of the monitor Terror at Roach's navy yard will be investigated during this Congress, and I understand that Senator McPherson is going to open up on Roach and Robertson in the Senate as soon as this bill to provide a new navy comes up. He is possessed of all the figures, and means to let loose."

The Herzegovinians have become restive under the Austrian yoke and they are just now engaged in an effort to break it. In the settlement of differences by the representatives of the powers at Berlin this little mountainous country was turned over to the tender mercies of his majesty Austria. The Herzegovinians were not consulted about the terms of the trade and transfer, and although the bargain was ratified on paper it has never been realized by the people. They had reached, before the troubles between Russia and Turkey, a certain degree of independence, and they now seek by force of arms to get back to their previous condition by repudiating the claims of Austria to govern them against their will. The spirit of liberty is growing rapidly in Europe, the days of kingly possession and absolute control over the lives and property of their subjects are numbered. Ireland and Herzegovina are fighting for the same principle and the sympathies of the civilized world are with them.

We have heretofore given the reasons why John Sherman did not fear the report of the treasury investigating committee, chief among which was that the resolution under which they are acting so far as their investigations that he has nothing to dread from them and confidently expects a conclusion which will clear his skirts of all responsibility for any misdeeds of his subordinates. A Washington correspondent, however, proves that the committee have unwillingly had some testimony forced upon them which throws more light on "Honest John's" tricky ways than he bargained for. It seems that Mr. J. A. Emerson of Arkansas, who was for several years a treasury clerk, has testified before the committee that he was one of the Grant delegates to Chicago, and on his return he was dismissed by Sherman for his course at the convention. It is well known in Washington, the correspondent states, that Sherman deputed Emerson to go to Arkansas to work up the Sherman boom in that State. During the time he was there he was doing no work, excepting in John Sherman's political interests, and was paid for this his regular salary as a treasury clerk. It is known that Mr. Emerson testified to this fact, and that he also gave other testimony to the effect that

during his presidential canvass Sherman had subordinates in the Treasury Department despatched to different parts of the South-western States, giving them all the leave of absence required, and at the same time permitting them to draw their regular salaries from the treasury. We are not surprised to learn that Sherman's friends on the committee were anxious to have Emerson's testimony stricken out from their record on the ground that it was irrelevant. It is pretty safe to predict that the committee will not say much, if anything, about this testimony in their report, but this will not prevent people from drawing their own conclusions on this new phase of a noted politician's way of advancing his private interests at the public expense.

NOTES AND EXTRACTS.

An out-of-town druggist recently entered one of Boston's apothecaries stores, and handed a clerk a simple recipe. "One dollar and fifty cents," said the latter, as he handed the medicine over. "Isn't that pretty steep?" asked the customer, adding, "I'm in the business myself, and know something about the cost of these ingredients." "Oh! that alters the case," was the response; "seventeen cents, please."

The 200th anniversary of the discovery of the mouth of the Mississippi river by the great discoverer and explorer, La Salle, is to be celebrated at New Orleans on the 9th of April next.

Many Western highwaymen are getting so rich that before long they will probably be found in Congress. "No contracted Utica," etc., in theirs.

Oscar Wilde is aesthetically gone on Clara Morris. He says that she is powerfully intense.

At this late day the Illinois Supreme Court decides that school boards have no right to exclude colored children from the public schools. Wonder when the court learned that the rebellion had been put down?

It is possible that the pensions arrears act will not be repealed, but that additional legislation will be enacted to prevent frauds.

Bills have been introduced in the New York Assembly looking to the protection of railroad cars from fire when accidents occur. Better late than never, although it is a shame that this has not been done before.

The Legislature might consistently imitate the example of the New Jersey Senate and pass a resolution, asking our congressmen to urge the passage of the bill now pending increasing the compensation of the keepers, surfmen and others employed in the life-saving service.

We are sometimes so impressed with a fellow-man's estimate of his importance that we tremble at the mere suggestion of what might have been had the Lord had forgotten to make him.—[N. Y. Press.]

Oscar Wilde, although his lecture brought in \$1100 in Philadelphia, says his hearers were so cold that he thought of quitting the hall. He ought to adopt the Republican campaign plan of filling the galleries with clappers.

Mr. Francis Wise, the deceased distiller and the richest man in Ireland, left no will to dispose of his wealth, which amounts to \$15,000,000. A reasonable share of this is in American securities.

Congress has fooled away six weeks. It had better follow Congressman Horra's advice and take up something that is of practical use to the nation.

The announcement that the British government proposes calling home its naval attaché at Washington and not appointing a successor need not be surprising. As there is no navy at Washington worth studying, what use is there of a naval attaché?—[New York Sun.]

It is said that the whole French nation has been going mad over stock gambling. The quotations of the Bourse are posted daily in villages where under the empire there was not even a telegraph station. There are plenty of panics.

Portions of the arguments of Guitau's counsel remind us of the plea of a Western lawyer, who said: "The law expressly declares, gentlemen, in the beautiful words of Shakespeare, that where no doubt exists of the guilt of the prisoner it is your duty to lean on the side of justice and fetch him in innocent."

The lady who caught David Davis will probably get crowded out of bed by 350 pounds of flesh, but then she will have an opportunity to make a hole in \$2,000,000, which ought to console her.

The Montreal schoolmarm who punishes her scholars with mustard poultices may be troubled with a rush of blood to the head. If so, the boys should place a large poultice on her chair.

An experienced observer was once asked, "What is the art of winning a woman?" and answered: "About the same thing as the art of driving a pig to market."

The Norristown Herald says that it is a mighty mean brand of small-pox that would visit a city already sorely afflicted with a Guitau trial—and Congress.

The Stalwarts say that Mr. Scoville has tried to prove too much. He told some telling truths, but they were rather irrelevant in the court room.

From a communication in the Sun: "Had Chandler and his fellow-conspirators in the greatest crime of '76 been brought to trial for murdering the will of the American people, their plea would have been, as Guitau's now is, that they did it to save the Republican party. The assassin of Garfield took his cue from them."

George Washington once disposed of an office-seeker's petition by writing thereon: "As George Washington I should be glad to do this gentleman a favor, but as president of the United States I am unable to comply with his request."

siously performed, like breathing and swallowing.—[Brooklyn Eagle.]

An Arkansas farmer says that the actual convenience of being hanged is very slight. Robbers subjected him to the process once, and after a slight choking sensation he became insensible, and so remained until he was taken down and resuscitated. The regaining of consciousness, however, was rather unpleasant.

If temperance workers would give confirmed toppers more of a rest and devote more time to the youths of our land who are becoming addicted to the "drowning bowl" at an alarming rate,

BRIC-A-BRAC.

A Post-Mortem Lounging.
 "A hundred years!" So in a muffled tone
 Some wordy ring of exclamation slowly read
 The half-erased inscription on the stone
 Above me: O how long I have been dead!
 And strange, new happenings have come about
 Since I was laid here in the silent tomb!
 O told! If I could wait my being out!
 And see the wonders of this upper ground!

Give the Young Man a Chance.
 (Exchange.)
 "Give the young man a chance," says a writer
 Yes; give him a chance at a church festival in
 A raffle for a blue-eyed doll in a poke bonnet, and
 "just too lovely for anything." Give him a
 chance—to go out and kick himself full of holes
 because he went to the festival.

"We Will be Friends."
 (Exchange.)
 "We will be friends," she said, and smiled
 With that soft grace that pity lends;
 A little of my life beguiled
 And she has said: "We will be friends."

No law forbids a friend to love—
My Sweet forget how pity ends—
Now when my patience she doth prove,
"Fair wife," I whisper, "come, be friends."

The Stove-Pipe Controversy.
[Detroit Free Press.]

Men may write and men may sneer, but the citizen who can put up a stove without bringing forth a side of nature which makes the world laugh has yet to be born. The idea of using an axe, two wedges, four bricks and a bottle of muckilage to put up a stove-pipe is itself enough to cause a grin.

Ghosts.
(T. B. Aldrich.)

At noon of night, when the night's sale end,
Such things have chance to mend;
As one, by day, would scarcely tell a friend
For fear of mock and jeer,
Shadows, you say, migrate the brain!
I know not, faith, not I.
Is it more foolish that the dead should walk again
Than that the living should die?

He Was Fond of Larks.

[Exchange.]

"I know," said the little girl to her elder sister's young man at the supper table, "that you will join our side for the protection of little birds, because mama says you are so fond of marks. Then there was a silence, and the Limburger cheese in the tin can heard scrambling around in its tin box on the cupboard shelf.

A Memory.

[Chamber's Journal.]

A little village near a hill;
A cottage near a bay;
A verdant slope the which there flows"
An ever-murmuring rill.

A gentle maiden by my side,
Reflected in the stream;
Made lovely by her loveliness—
A dream within a dream.

A little clump behind the trees;
A grave beside the wall;
A stone: a few forget-me-nots;
A little clump behind the trees;

"But It Is Not Boston!"
(Philadelphia Bulletin.)

Some Boston people had a seance the other day, and the medium called up the spirit of a deceased lady, who, sitting in a circle, after identifying herself to the satisfaction of all present, she was asked if her experience of her past life had realized her earthly expectations. She replied that she had been very lovely and nice here, but—"with a long, stop sigh—"it is not Boston."

At the Risk.
(Exchange.)

A pair of cats, a maiden fair
On a balcony, with care
A big brass band is a fearful thing,
On a balcony, with care
(Dangers come on a rapid wing.)

A fearless, lascivious, dirty elf;
Shout of Lewis and Clark (do you do glare!)
A moment more—then lost in the whirl,
(There are many routes up the Golden stair.)

Five hundred feet twinkle in an instant
There are soft spots on the moon and on the post;
A wild, weird cry, a rush, a shout,
There are soft spots on the moon and on the post.

L'Envoi.

Life and roller skates are very uncertain,
(A big brass band is a tuncful thing.)
The heroic fall of the curtain
(Dangers come on a rapid wing.)

It Depends Upon Circumstances.

The text was from Job, and read: "Skin for skin, a man will give for his life, for he will give his life for his life." When looking over the advance sheets the proof-reader saw that a blunder of the most serious kind had been made. The text was to have said, "Yea, all that a man hath will be given for his wife." He was a wise proof-reader, and one who had had considerable domestic experience, and he naturally shook his head when he read the words. He did not feel at all sure that the printer had not put the sheets to the minister with a "query" against the passage, and this marginal note: "This depends upon circumstances."

The Sunshine Never Failed Us Yet.

[A Note.]

Upon the sadness of the sea,
The sunbeams brood, and from the sky
From the far, lonely spaces show
The sunbeams brood, and from the sky

Withdraws the wistful, sorrowing,
Of life the bitter, bitter endow,
So darken all the happy skies;
So gather twilight, cold and stern—
But overcast the plumed and
And up the east another day
Shall chase the bitter dark away,
That though our eyes with tears be wet?
The stars have faded from the
The blush of dawn may yet restore
Our light, and hope, and joy once more,
And could we court our fate
That sunrise never failed us yet!

The Leading Man.
(New Haven Register.)

Who is this gentleman coming down the street? He is a very nice man, is he? But this evening, when he appears on the stage, he will wield soap and flourish a sword about in the air, and he will be a very different man. He is a very nice man, is he? But this evening the play he will fall over and die with his feet towards the audience. Thus he will obscure the scenery and bring himself into prominence. The life of an actor is a life of variety.

The Ethletic Man.

[Baltimore American.]

Oh, hat!
With margin too extensively extensive
Of felt and feathers doubly comprehensive,
see
Seven plumes on thy broad expanses,
Lie hid in murky portals;
Thy furry, fuzzy beard, entrances,
Forever the view of mortals,
Everywhere.

Oh, seat!
Within the theatre, too jaundiced jammed.
Where sound and clamor are judiciously calmed,
Like roses blown before the wind,
My frame is wafted—
Trying thee, mighty hat unkind,
To doodge; my view is—high, low,
Everywhere.

Oh, chili!
On whose head this hat more depravedly depraved,
Sits like the storm whirling foam upon the wave.
I say
Black, doubly black—thy future be,
Lank and limped its feathers seven,
That it has been—ouch—ouch—ouch—
A clutch! Then—eternity! heaven!
Anywhere!

[illegible]

